- **Chittaranjan Locomotive Works, Chittaranjan and Diesel Locomotive Works, Varanasi**: 150 locomotives to 200 locomotives per annum each.
- **Railway Workshops for Wagon Manufacturing**: i) Jamalpur Workshop - 120 to 540 wagons ii) Golden Rock Workshop, Tamil Nadu - 450 to 800 wagons and iii) Hubli Workshop- 120 to 180 wagons.

(c) Private participation is being sought in Greenfield Manufacturing Units being set up at Marhowra for Diesel Locomotives and Madhepura for Electric Locomotives.

Tenders for dedicated corridors

†92. SHRI SHREEGOPAL VYAS:
SHRI BALAVANT *ALIAS* BAL APTE:
Will the Minister of RAILWAYS be pleased to state:

(a) whether tenders for dedicated corridors have been received;

(b) the names of places where such systems exist in the world; and

(c) the details of the number of corridors proposed to be constructed and the time by when they are targeted to be completed?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) Tenders for construction work on Dedicated Freight Corridors have been received on the following two Sections:-

(i) Sonnagar- Mugalsarai (Eastern Corridor)

(ii) Major and minor bridges between Vaitarana-Surat (Western Corridor).

(b) Many countries have been running heavy haul and long haul freight trains on dedicated freight lines. Major projects are under operation in United States of America (USA), Canada, Brazil, South Africa, Australia and New Zealand.

(c) The Government of India has approved the construction of Dedicated Freight Corridor Projects on Eastern Route (Ludhiana-Dankuni) and Western Route (Jawaharlal Nehru Port near Mumbai to Dadri/Tughlakabad). They are targeted for completion in about 5 years from the start of construction of the Project.

Private investment in new railway lines

93. SHRI GIREESH KUMAR SANGHI: Will the Minister of RAILWAYS be pleased to state:

(a) whether Railways have agreed to rope in private players to improve freight connectivity;

(b) if so, whether the models allow private players for the first tune to develop tracks on their own and avail freight rebate on traffic;

(c) whether Railways would acquire land, the cost of which would have to be paid by the participants;

(d) whether Railways have finalized the policy for investment in link lines with two options, advance contribution model and SPV;

---

†Original notice of the question was received in Hindi.